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	INFORMATION REPORT	REPORT		
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YATAUC	USSR (Georgian SUR)	DATE DISTR	20 FFB 58	1
JBJECT	Aircraft Plant No. 31, Tiblisi	NO. OF PAGES		
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ATE OF	no war girgulate	SUPPLEMENT REPORT NO.	to	25X1
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19	45 to 11 May 1949		25	5 <b>X</b> 1
1. a.	Labor force at change of shift: 5,000 to	8,000 men.		
	Production: Low-wing planes with a Surble New forward part of fuselage. Resemble Medight often showed smoke trail.	o-jet power -109. Luri	plent pg	
2. Pr	y 1948  roduction of fighter planes with a turbo-jet age: three per day.	below the	fuse-	25X1
77	got dar oo por day		†	
				25X1
Ju	ly 1943 to March 1949		;	
3. a. th	New construction: Engine test stand and see eastern edge of the factory.	rafle range	at	
b. St	Employees (in Earch 1949): Three shifts leady increase in labor force since 1948	of 2,500 ea	ch.	•
C <sub>2</sub>	General impression: Modern, well man ged	and well k	ept.	
	Production until April 1948 (observation and fage): 15 to 18 fighters per week.	not possibl	e after	-
re	ingla-engine, three bladed propellor low-wind tractable toward the outside, plain tail undout 26 feet, span about 32 feet could enge CLASSIFICATION CLASSIFI	it, total l ine, cockpi	ength	
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raised and glassed, maximum height (including landing gasr)

A truck carrying the following device was observed in January 1949 (Soviets spoke of jet engines):

Length: about 6 fest, eiger-shaped, forward opening about 1 foot, total section rising in first third to 60 to 80 cm, (24 to 32 in.) opening at rear end 12 to 16 inches.

f. Own power station: Steam turbines, daily coal consumption 75 tons.

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## November 1944 to May 1949

- 4. a. Location and layout: Tbilisi
  - b. New installation: Engine test stand.
  - c. Labor force: Three shifts with 1,700 to 2,000 workers each, 60 percent of them women.
  - d. Name: Plant No 31.
  - e. Production:
  - (1) Until February 1948 fighters with three-bladed propellors, V-engines, radiators in front of forward edge of wing surface, below fuselage. Cabin roor mounted on fuselage, beginning a little forward of leading edge of wing surface. Landing goar retractable toward the outside, tail wheel. Wings not sweptback, wing tips straight. 2 weapons in each wing, opening in propellor hub. Signabout that of Me-109, speed: 700 km/h according to Russian statements. Daily production about 10 planes (this statement is extractive ague.).
  - (2) After February 1948: First plane was flying in February 1948 in the presence of large staff of inspecting officers, especially air force officers and generals. Sas Annex for details. Daily production until early in 1949: Not more than 3 planes, often only two.
  - f. Test stands: Trial runs of V-engines until spring 1943. No subsequent activity on stands.

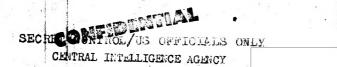
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## Mid-1948

- 5. a. Location and hayout: Same as Plant No 31, no new dita.
  - b. Name: Aircraft Plant No 59:
  - c. Labor force 5.500 to 4,000 working in two 7-hour shifts.



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#### d. Production:

- (1) Until June 1947: Single-engine fighters (low-wing planes). Precision instruments and component pames furnished by encther factory. Engines, fuselages and wings were produced in the factory itself. The operating radius of these planes was about 500 miles. Armament: three cannon; two 28-mm guns mounted in wings; 40-mm gun was in hub of propellor. Average week? production: 5 or 6 planes.
- (2) roduction of turbo-jet fighters (low-wing planes) wi a radius of action of about 600 to 800 miles began in Ju 1947. Engine in rear of fuselage. Built as single-seaters or two-seaters. Length of fuselage about 36 feet spar 42.5 feet. Armed with four cannon.

### Comment:

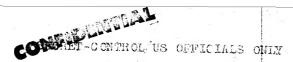
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- a. Information on Aircraft Plant No 31 was submitted in previous reports. The TBILISI airfield has also been reported on
- b. The reported 6,000 to 8,000 employees is considered correct. This would mean that the factory was working at about 75 rement of its wartime capacity in 1948. This would also be consistent with weekly production of about 15 to 18 planes early in 1948.
- c. The date given in this report for the start of jet plane production differs from previous reports. After comparison with other reports, 1947 must be considered the latest plausible year for the beginning of jet plane production at this factory. It cannot be definitely stated when the propellor type fighter was first produced. It is even difficult to determine which type has actually been built. Le planes were built at this factory during the war. The fact that the fuselage was intended for the installation of a radial engine (M 82) as well as a V-engine (M-105/107) would indicate the airscrew type. The reported mounting of an automatic cannon, however, would indicate a Yak-type of the Yak-9 series. The landing gear with retracting device toward the outside is an appearance which has been observed in many places and must be considered as a post-war alteration in recent series, as they never occurred during the war.
- d. From the statements made in paras 1 and 2, it may be inferred that the Yak-15 type, which has been described fairly clearly in previous reports, is referred to. This type is fitted with a tail wheek, is a two-seater and allegedly has a nose wheel.

  para 4 admit the possibility of a new type or series having undergone flight tests in February 1948. The type described in amnex seems to be that of the jet-fighter which was observed at YAROSLAVL about a year later after kebeu-ary 1943.

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Fiselage short and compact

A Air intake opening

B Jet opening about 8 to 12 inches; light or dark enamated when starting.

Uncertain whether nose wheel or tail wheel (contradicting statements "Tail wheel as with propellor fighter," on the other hand, "Airplans is horizontal position, at start, however, tail was inclined as with propellor fighter.")

Take-off distance about 6,500 feet fast climb, better maneuverability than propellor fighter.

Maximum horizontal speed (about 550 miles) (Soviet state-ment, deemed possible by PW).

General impression: Small, heavy ype, but of better maneuverability and much faster than the Me-109.

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